

Appendix P

Relationship to Transportation & Utilities Plans & Policies

APPENDIX P

RELATIONSHIP TO TRANSPORTATION AND UTILITIES PLANS AND POLICIES

This appendix provides summarized discussion of the relationship of the proposed alternatives to the plans and policies affecting transportation and utilities in the City of Seattle.

TRANSPORTATION PLANS AND POLICIES

Plan/Policy	Consist.	Neutral	Not Consist.	Alternatives' Relationship to Plans/Policies
PUGET SOUND REGIONAL COUNCIL: ADOPTED MULTICOUNTY FRAMEWORK GOALS AND POLICIES				
<p><i>Transportation:</i></p> <p>RT-8 Develop a transportation system that emphasizes accessibility, includes a variety of mobility options, and enables the efficient movement of people, goods and freight, and information.</p>	L			<p>The alternatives would increase development capacity within Seattle's Downtown Urban Center, an area with the greatest accessibility to various transportation options. This is generally consistent with regional transportation system objectives because it would tend to increase efficiencies. Examples of efficiencies include probable reduced dependence on the automobile for Downtown residents, shorter average commute trips, greater use of transit and non-motorized travel choices, and lesser per capita contributions to air, water and noise pollution. However, to remain in a functional state over the long-term future, the street, freeway, rail and transit systems must be adequately maintained and multimodal opportunities expanded to maintain accessibility and flow for people, goods and freight.</p>
<p><i>Adopted Multicounty Transportation Policies</i></p> <p><u>Optimize and Manage the Use of Transportation Facilities and Services</u></p> <p>RT-8.1 Develop and maintain efficient, balanced, multimodal transportation systems which provide connections between urban centers and link centers with surrounding communities by:</p> <ul style="list-style-type: none"> Offering a variety of options to single-occupant vehicle travel. Facilitating convenient connections and transfers between travel modes. Promoting transportation and land use improvements that support localized trip-making between and within communities. Supporting the efficient movement of freight and goods. 	L			<p>See the response to RT-8 above.</p>

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<p><u>Manage Travel Demand Addressing Traffic Congestion and Environmental Objectives</u></p> <p>RT-8.11 Promote demand management and education programs that shift travel demand to non-single-occupant vehicle travel modes and to off-peak travel periods, and reduce the need for new capital investment in surface, marine and air transportation.</p> <p>RT-8.14 Emphasize transportation investments that provide alternatives to single-occupant vehicle travel to and within urban centers and along corridors connecting centers.</p> <p><u>Focus Transportation Investments Supporting Transit and Pedestrian-Oriented Land Use Patterns</u></p> <p>RT-8.17 Integrate land use and transportation solutions that offer the best opportunity to reduce air pollution, conserve energy, and protect the natural environment.</p> <p>RT-8.20 Encourage a mix of land uses and densities at major transit access points to meet passenger needs and offer an opportunity to reduce vehicle trips.</p> <p><u>Ability of transportation facilities and programs to retain existing and attract new jobs and private investment to accommodate growth in demand</u></p> <p>RE-7.12 Maintain and enhance the economic viability of centers and compact communities by improving accessibility to commercial and retail sector activities and promoting circulation of goods and people.</p>	<p>£</p> <p>£</p> <p>£</p> <p>£</p> <p>£</p>			<p>Transportation Demand Management programs using several techniques will continue to be a part of overall strategies to deal with traffic congestion.</p> <p>Providing for additional residential development and employment growth in an Urban Center with several transit options is preferable to supporting lower-density growth in suburban areas that would generate more overall need for transportation improvements.</p> <p>Providing for greater development capacity within the Downtown Urban Center can be interpreted as a land use strategy that helps result in fewer vehicle miles traveled on the regional road network, compared to more typical patterns of suburbanized development in peripheral locations. This would have complementary benefits in terms of air pollutants released, energy expended, and natural environment impacted by vehicle traffic and road system expansion. This is recognized by the already-adopted transfer of development credits (TDC) strategy used by King County and the City of Seattle.</p> <p>The alternatives would be consistent with this policy because additional development capacity at or near major transit access points Downtown would allow more people to live near transit stations and use transit rather than automobiles.</p> <p>The alternatives would enhance the economic viability of the Downtown Urban Center by allowing for greater employment and development capacity and increasing the number of people living near commercial/retail activities Downtown. See the Transportation section for further discussion of impacts and mitigation strategies addressing congestion.</p>

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PUGET SOUND REGIONAL COUNCIL: DESTINATION 2030				
<p><i>Destination 2030</i> is a comprehensive transportation action plan and a coordinated strategy for the next 30 years of growth in the Seattle metropolitan area counties. It lays out a program for addressing transportation problems by investing in more roads, transit service, better traffic management, and improved linkages between land use and transportation. Further, it establishes investment principles that emphasize intergovernmental coordination. It expands upon the regional vision previously expressed in <i>Vision 2020</i> and supports growth management efforts and concepts.</p> <p><i>Destination 2030</i> focuses first upon maintaining, preserving and managing the existing public investment in the transportation system. The plan focuses next on ensuring that the region continues to develop a balanced transportation system that includes choices for private vehicles, public transit, ridesharing, walking, biking and various freight modes. It provides a blueprint for achieving these objectives through investments in a transportation system that serves and supports the regional vision.</p> <p>Implementation actions seek to: complete the regional roadway systems, invest in vehicle trip reduction programs, develop traveler information and management technology, expand transit services including ferries, and invest in non-motorized transportation features.</p> <p><i>Destination 2030</i> describes how to more specifically link land use and transportation planning, and clarify growth management policies and strategies. The continued development and support of centers is a core component of the region's growth strategy. The urban centers strategy was devised to achieve multiple goals, including the creation of an efficient transportation system that supports travel options by all modes and maximizes benefits of system investments. Transit and non-motorized travel modes can reduce the number and length of auto trips and are generally supported by higher concentrations of development and activity.</p> <p>New <i>Destination 2030</i> strategies build on the</p>	£			<p>The alternatives are generally congruent with the objectives of <i>Destination 2030</i> in supporting a greater amount of future growth within urban centers, supporting greater accessibility to transit options and non-motorized modes, reducing dependence upon automobiles, and lessening relative impacts of commuting on regional transportation systems. The responses to other policies in this section further describe the alternatives' relationship to transportation goals and policies.</p> <p>Further transportation planning will be needed over the long term to ensure that the best investments are made to maintain and expand transit and other transportation systems, as well as accommodation of pedestrians and bicyclists.</p> <p>Under any of the alternatives, future Downtown development is expected to be congruent with the recommendations of <i>Destination 2030</i> with respect to physical design guidelines, characteristics of urban centers/concentrated development, and best practices/tools. In a sense, the proposal for zone changes represents a type of best practice or tool for focusing growth in an urban center. However, an accompanying principle is that the future condition should be viable in terms of traffic operations. See the Transportation section of this EIS for further discussion of impacts and mitigation strategies.</p>

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<p>relationship between land use and transportation presented in Vision 2020 and the 1995 Metropolitan Transportation Plan policies. Three broad groups of actions that address the character of growth have been included in <i>Destination 2030</i> to better articulate this relationship. These are: 1) physical design guidelines; 2) characteristics of urban centers and concentrated development; and 3) best practices and tools. The physical design guidelines are intended to advance fundamental design principles and site development characteristics to support land use and transportation. They include as a partial list: mixing of complementary land uses, compact growth, linking neighborhoods and pedestrian routes, locating public uses near high-capacity transit stations in urban centers, and managing parking supplies.</p> <p>"Characteristics of urban centers" refers to developing urban centers into compact communities in a manner commensurate with their prominence. "Best practices and tools" refers to additional tools such as regulatory reforms, financial incentives and development strategies that can leverage local planning to focus and expedite growth in targeted areas.</p>				
KING COUNTY GROWTH MANAGEMENT PLANNING COUNCIL: COUNTYWIDE PLANNING POLICIES				
<p>LU-44 To encourage transit use, jurisdictions should establish mechanisms to limit the use of single-occupancy vehicles for commuting purposes. Such mechanisms could include charging for long-term single-occupancy vehicle parking and/or limiting the number of off-street parking spaces for each Urban Center; establishing minimum and maximum parking requirements that limit the use of the single-occupant vehicle; and developing coordinated plans that incorporate Commuter Trip Reduction guidelines. All plans for Urban Centers shall encourage bicycle travel and pedestrian movement.</p> <p>LU-45 Jurisdictions' comprehensive plans for Urban Centers shall demonstrate compliance with the Urban Centers criteria. In order to promote urban growth within Centers, the Urban Center plan shall establish strategies which:</p> <ol style="list-style-type: none"> Support pedestrian mobility, bicycle use and transit use; Achieve a target housing density and mix of use; Provide a wide range of capital 	<p>£</p> <p>£</p>			<p>Existing regulations address commute trip reduction measures, parking, bicycle and pedestrian accommodations. The alternatives generally would encourage residential growth that is less dependent upon automobiles and more accessible to transit and other non-motorized modes of travel.</p> <p>The City's Comprehensive Plan addresses topics in this policy. The alternatives would further improve the Downtown Urban Center's ability to accommodate residential and commercial growth over the long-term and reach targeted housing densities.</p>

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<p>improvement projects, such as street improvements, schools, parks and open space, public art and community facilities.</p> <p>LU-46 The system of Urban Centers shall form the land use foundation for a regional high-capacity transit system. Urban Centers should receive very high priority for the location of high-capacity transit stations and/or transit centers.</p> <p>Transportation Transportation Policies</p> <p>FW-18 The land use pattern shall be supported by a balanced transportation system which provides for a variety of mobility options. This system shall be cooperatively planned, financed and constructed. Mobility options shall include a high-capacity transit system which links the Urban Centers and is supported by an extensive high-occupancy vehicle system, local community transit system for circulation within the Centers and to the non-center Urban Areas, and non-motorized travel options.</p> <p>FW-19 All jurisdictions in the County, in cooperation with METRO, the Metropolitan Planning Organization, and the State, shall develop a balanced transportation system and coordinated financing strategies and land use plan which implement regional mobility and reinforce the Countywide vision. Vision 2020 Regional Growth Strategies shall be recognized as the framework for creating a regional system of Centers linked by high-capacity transit and an interconnected system of freeway high-occupancy vehicle lanes, and supported by a transit system.</p> <p>T-1 The Countywide transportation system shall promote the mobility of people and goods and shall be a multi-modal system based on regional priorities consistent with adopted land use plans. The transportation system shall include the following:</p> <ul style="list-style-type: none"> a. An aggressive transit system, including high-capacity transit; b. High-occupancy vehicle facilities; c. Freight railroad networks; d. Marine transportation facilities and navigable waterways; e. Airports; f. Transportation Demand Management actions; 	<p>£</p> <p>£</p> <p>£</p> <p>£</p>			<p>The alternatives would encourage growth in the Downtown Urban Center in a manner generally supportive of a high-capacity transit system.</p> <p>See the responses to all of the transportation policies above.</p> <p>See the responses to all of the transportation policies above.</p> <p>See the responses to all of the transportation policies above.</p>

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<p>g. Non-motorized facilities; and h. Freeways, highways, and arterials.</p> <p>Freeways/Highways/Arterials T-8 In order to maintain regional mobility, a balanced multi-modal transportation system shall be planned that includes freeway, highway and arterial improvements by making existing roads more efficient. These improvements should help alleviate existing traffic congestion problems, enhance high-occupancy vehicle and transit operations, and provide access to new desired growth areas, as identified in adopted land use plans. General capacity improvements promoting only single-occupant vehicle traffic shall be a lower priority. Transportation plans should consider the following mobility options/needs: a. Arterial high-occupancy vehicle treatments; b. Driveway access management for principal arterials within the Urban Growth Area; and c. Improvements needed for access to Manufacturing and Industrial Centers, marine and air terminals.</p> <p>T-13 Level-of-service standards shall vary by differing levels of development patterns and growth management objectives. Lower arterial standards, tolerating more congestion shall be established for Urban Centers. Transit level-of-service standards may focus on higher service levels in and between Centers and decrease as population and employment densities decrease.</p>	<p>£</p> <p>£</p>	<p>£ ?</p>		<p>See the responses to all of the transportation policies above.</p> <p>See the Transportation section for further discussion.</p>
SEATTLE'S COMPREHENSIVE PLAN: TOWARD A SUSTAINABLE SEATTLE				
<p>Transportation Element Summary: The Transportation Element addresses ten topics: environmental stewardship; changing and managing travel demand and travel behavior; land use and transportation; use of streets; level of service; parking; transit and public transportation; pedestrians and bicycles; moving goods and services; and transportation financing.</p> <p>Environmental Stewardship These policies seek to improve environmental quality, promote energy-efficient transportation, and reduce or mitigate air, water and noise pollution from motor vehicles.</p>	<p>£</p>			<p>Accommodating a greater amount of commercial and residential growth within the Downtown Urban Center would promote energy efficiencies in public and private transportation compared to a more typical metropolitan/suburban growth pattern. Examples of efficiencies include</p>

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<p><u>Changing and Managing Travel</u></p> <p>These policies seek a range of viable transportation alternatives (including transit, bicycling and walking) in a balanced transportation system that meets mobility needs while reducing dependence on the automobile over time.</p>	£			<p>probable reduced dependence on the automobile for Downtown residents, shorter average commute trips, greater use of transit and non-motorized travel choices, and lesser per capita contributions to air, water and noise pollution.</p> <p>A greater amount of residential growth within Downtown would encourage use of non-automobile travel modes and less dependence on automobiles, particularly for commute trips. Most of the Downtown is more accessible to transit service than outlying areas that would otherwise accept this residential growth.</p>
<p><u>Land Use and Transportation</u></p> <p>These policies seek to ensure that land use and transportation decisions, strategies and investments are coordinated, complementary, and support the urban village strategy.</p>	£			<p>Increases in residential and commercial density would be consistent with the intent of the urban village strategy and Downtown's Urban Center role. The policies promote a mix of complementary neighborhood businesses and services in urban villages, and provision of adequate transportation facilities and services. All of the alternatives would influence the mix of uses developed in Downtown areas.</p>
<p><u>Use of Streets</u></p> <p>These policies seek to make the best use of the City's street capacity, with adequate capacity for transit uses and efficient freight and goods movement. They also support a shift toward non-single-occupant vehicle modes, and protection of neighborhood streets from through traffic.</p>	£			<p>Under all alternatives, future growth will contribute to greater traffic activity on Downtown streets and other parts of the local and regional road network. This may affect overall efficiency in portions of the road network and pose greater challenges for maintaining efficient transit and freight/goods movement. See the Transportation section of this EIS for further discussion.</p>
<p><u>Level of Service</u></p> <p>These policies define standards for measuring the performance of the street and transit system, using level of service measures. For several screenlines, levels of service are calculated using vehicle-to-capacity (v/c) ratios for peak hours. The LOS standard is a v/c ratio of 1.0 or 1.2.</p>	£			<p>See the Transportation section of this EIS for further discussion.</p>
<p><u>Transit and Public Transportation</u></p> <p>These policies seek to provide mobility through public transportation for the greatest number of people to the greatest number of destinations, and to increase transit ridership to help reduce environmental degradation. Service should be available within ¼ mile of</p>	£			<p>Future development in the affected Downtown areas would generally be closer to more public transportation choices than development in other parts of the city. However, there may be some gaps (geographically or time-of-day) in transit</p>

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<p>most residences and businesses, and there should be an integrated system with several types.</p> <p><u>Pedestrians and Bicycles</u> These policies seek to increase walking and bicycling, and create safe, desirable and convenient environments conducive to those activities.</p> <p><u>Moving Goods and Services</u> These policies seek to improve commercial transportation mobility and access, and maintain Seattle as a hub for regional and international goods movement.</p> <p><u>Transportation Financing</u> These policies describe the general orientation of transportation financing priorities.</p> <p><i>Downtown Urban Center Goals and Policies</i> <u>Regional Transit Access</u> Policy DT-TP1 Recognize the critical role that high capacity transit corridors play, including the transit tunnel, in supporting the distribution of development density and the movement of goods and people within and through Downtown. Seek to improve the system, through actions by the City, with Sound Transit and King County [Transit], that:</p>	<p>£</p> <p>£</p> <p>£</p> <p>£</p>	<p>£</p> <p>£</p>	<p>£</p> <p>£</p>	<p>service availability that could be improved over the long term. Additional development density in these and other areas would generate potential rider populations that might support additional transit service.</p> <p>Additional residential density in the affected Downtown areas would generally encourage more people to walk and bicycle as viable alternatives to automobile travel. Future development would help provide improvements to sidewalks and pedestrian amenities to better accommodate these choices.</p> <p>The designated major truck streets essentially avoid the area affected by this proposal. The nearest such streets include Alaskan Way, Mercer St., Broad St., SR-99 and I-5. However, trucks do use Downtown streets for deliveries to Downtown businesses. The policy to consider access and mobility needs for goods delivery/ collection at local businesses is relevant, and should be considered in future development patterns.</p> <p>With future development, the transportation network would be used more intensively and accommodate a greater number of person trips via transit, pedestrian and bicycle modes. This would increase the overall efficiency of network use. However, some portions of the transportation network may experience increased impacts of congestion under the alternatives. Overall needs for transportation investment would likely increase for the Downtown street network, for additional maintenance and potentially for capital improvements, to best accommodate traffic of all types.</p> <p>Accommodating additional residential growth in areas relatively near transit stations and routes would tend to contribute to transit accessibility and efficiencies. Transit travel times would likely increase through Denny Triangle commuting corridors, unless mitigation strategies are implemented.</p>

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<p>Provide capacity to meet forecast transit growth through the year 2014; Reduce travel time by transit; Reduce transit rider crowding on sidewalks; Reduce diesel bus noise and odor; and Provide an attractive and pleasant street environment for the pedestrian and transit rider.</p> <p><u>Transit Circulation</u></p> <p>Policy DT-TP2 Improve and expand the street level elements of the regional transit system to provide the primary mode of vehicular travel among Downtown activities. Integrate the system with transit tunnel, the pedestrian circulation network, peripheral parking facilities and other modes of travel to Downtown including the ferry system, intercity bus and intercity rail.</p> <p><u>Vehicular Access and Circulation Improvements</u></p> <p>Policy DT-TP4 Promote the efficiency of the regional highway system and major arterials within Downtown for vehicular access and circulation. Discourage through traffic within Downtown's residential and shopping areas as well as those surrounding Downtown. Facilitate the smooth flow of peak-hour traffic on Downtown streets providing access to the regional highway network.</p> <p>Support projects intended to improve access to and local circulation within Downtown, taking into account other Downtown goals and policies.</p> <p><u>Commercial Core Goals and Policies</u></p> <p>Policy COM-P8 Seek to improve the cleanliness and safety of streets and public spaces.</p> <p>Policy COM-P9 Seek to improve the pedestrian qualities of streets and public spaces.</p> <p>Policy COM-P10 Seek to enhance pedestrian connections between the Commercial Core and other neighborhoods.</p> <p>Policy COM-P11 Work with transit providers to promote convenient transit and public access to and through the Commercial Core.</p>	<p>Ⓛ</p> <p>Ⓛ</p> <p>Ⓛ</p> <p>Ⓛ</p> <p>Ⓛ</p> <p>Ⓛ</p> <p>Ⓛ</p> <p>Ⓛ</p>	<p>Ⓛ</p> <p></p> <p></p> <p></p> <p></p> <p></p> <p></p> <p></p> <p></p>	<p></p> <p></p> <p></p> <p></p> <p></p> <p></p> <p></p> <p></p>	<p>Same response as above.</p> <p>See other responses to transportation policies above, and the Transportation section of this EIS for further discussion.</p> <p>See the Urban Design and Transportation sections of this EIS for further discussion.</p> <p>Same response as above.</p> <p>Same response as above.</p> <p>Accommodating additional residential growth in areas relatively near transit stations and routes would tend to contribute to transit accessibility and efficiencies. See the Transportation section of this EIS for</p>

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<p>Policy COM-P12 Seek opportunities to improve mobility throughout the Commercial Core.</p> <p>Denny Triangle Goals and Policies</p> <p>Transportation</p> <p>Goal DEN-G4 Reduce external transportation impacts while improving internal access and circulation.</p> <p>Policy DEN-P14 Encourage the integration of Westlake Avenue into the neighborhood physically, aesthetically, and operationally, while maintaining its arterial functions.</p> <p>Policy DEN-P15 Use partnerships with transit providers to improve the basic transit route structure, system access and connectivity to better serve the neighborhood.</p> <p>Policy DEN-P16 Seek ways to improve safety and convenience of bicycle travel within and through the neighborhood.</p> <p>Policy DEN-P17 Explore ways to improve pedestrian safety and convenience along and across the arterials in the neighborhood.</p> <p>Policy DEN-P18 Consider development of traffic improvement plans to lessen the impact of regional automobile traffic on the Denny Triangle neighborhood.</p>	<p>ⓧ</p> <p>ⓧ</p> <p>ⓧ</p> <p>ⓧ</p> <p>ⓧ</p> <p>ⓧ</p> <p>ⓧ</p>	<p>ⓧ</p> <p>ⓧ</p> <p>ⓧ</p> <p>ⓧ</p> <p>ⓧ</p> <p>ⓧ</p> <p>ⓧ</p>	<p></p> <p></p> <p></p> <p></p> <p></p> <p></p> <p></p>	<p>further discussion.</p> <p>Same response as above.</p> <p>See the Transportation section of this EIS for further discussion.</p> <p>Future development under any of the alternatives may help encourage improvements to Westlake Boulevard.</p> <p>See the Transportation section of this EIS for further discussion.</p> <p>The proposals do not address bicycle safety. Future development under any zoning will generate additional traffic and challenges for bicycle travel, including in the Denny Triangle.</p> <p>The proposals do not address pedestrian safety. Future development under any zoning will generate additional pedestrian traffic and pedestrian safety challenges, including in the Denny Triangle.</p> <p>This EIS contains an extensive transportation analysis, as well as possible mitigation strategies to deal with traffic impacts. However, additional planning will be required over the long term to determine practical and effective improvements for the Denny Triangle area.</p>

PARKING PLANS AND POLICIES

Plan/Policy	Consist.	Neutral	Not Consist.	Alternatives' Relationship to Plans/Policies
SEATTLE'S COMPREHENSIVE PLAN: TOWARD A SUSTAINABLE SEATTLE				
<i>Transportation Element</i> <u>Parking</u> These policies seek to provide enough parking for economic viability of commercial areas while discouraging commuting by single-occupant vehicles. The policies also seek to make the best use of the City's limited street space, a balance among competing uses, and protection of neighborhoods from overflow parking.	£			Future development in affected areas would convert existing parking lots, and include on-site parking, primarily to serve on-site users. Future development would also likely contribute to greater use of on-street parking resources. See the Parking section of this EIS.
<i>Downtown Urban Center Goals & Policies</i> <u>Parking</u> Through a variety of actions, seek to provide an adequate supply of parking to meet forecast needs, balanced with incentives to encourage the use of transit, vanpools, carpools and bicycles as alternatives to commuting by auto. In this balancing, generally maintain tighter restrictions on parking serving low-occupancy auto commuters who add to peak period traffic congestion, while allowing more flexibility for parking associated with trips for non-peak activities, such as shopping.	£			See the Parking section of this EIS for further discussion.

CAPITAL FACILITIES AND UTILITIES

Plan/Policy	Consist.	Neutral	Not Consist.	Alternatives' Relationship to Plans/Policies
SEATTLE'S COMPREHENSIVE PLAN: TOWARD A SUSTAINABLE SEATTLE				
<i>Capital Facilities and Utilities Elements</i> The Capital Facilities policies (which do not address transportation facilities or utilities) seek efficient provision of capital facilities in a manner consistent with the Comprehensive Plan vision and urban village strategy. Facilities investments should be made in a way that supports the urban village strategy, and emphasizes maintenance of existing facilities, attractiveness to users and sustainability/resource-efficiency.	£			Additional residential development in the affected Downtown areas would increase overall demand for facilities such as recreational open space, clinics, community centers, libraries and schools. The denser development pattern may increase the efficiency of providing these services, but would also increase demands on service providers with limited budgets.
The Utilities policies seek to assure reliable service that is efficiently used by customers, and is consistent with the City's environmental stewardship, social equity and economic development goals. Also, they seek to	£			Reliable service, efficiency, environmental stewardship, social equity and support of economic development are ongoing principles of the City's utility operations. Future growth under any of the alternatives

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<p>minimize the cost and public inconvenience of trenching activities in roads and rights-of-way. The most relevant topics discussed in the Utility Element are:</p> <p><u>Utility Service</u></p> <p>State law generally requires utilities to serve all customers requesting service. However, the City can consider financial mechanisms to recover from future development the costs of new City utility facilities and, where appropriate, new utility resources necessitated by such service.</p> <p><u>Utility Infrastructure</u></p> <p>The City seeks to maintain the reliability of the utility infrastructure as its first capital expenditure priority. Providing for critical maintenance and remedying existing deficiencies in the utility systems are also important.</p> <p><u>Environmental Stewardship</u></p> <p>Promote environmental stewardship through: efficient use of resources; cost-effective demand-side management to meet City utility resource needs; consideration of environmental impacts and costs in acquisition of new resources; waste-reduction and recycling; correction of combined sewer overflows; and cooperation with King County.</p>	<p>£</p> <p>£</p> <p>£</p>			<p>may generate the need for improvements to some of the City's Downtown infrastructure. See the Energy and Water/Sewer Utility sections of this EIS.</p> <p>The City will continue to serve customers requesting utility service. Future growth may require location-specific improvements to some utility facilities, costs of which could be recovered from individual developments.</p> <p>The alternatives would not result in significant impacts on water and sewer utility infrastructure. Energy infrastructure will require investments, already anticipated by City Light, to prudently expand overall capacity and maintain reliability. See the Energy section of this EIS.</p> <p>The utilities consider these factors in their ongoing operations. Concentrating growth within the Downtown Urban Center would result in a more efficient and environmentally protective pattern of regional growth.</p>